Appendix E-14

Detailed Neighborhood Design Plan

for

MetroCenter - North Rhodes Park

Adopted October 9, 2003

- 1. Introduction
- 2. Location and History
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Subarea 8: North Nashville

METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. 2003-346

"WHEREAS, on January 24, 2002, the Metropolitan Planning Commission adopted "The Plan for Subarea 8: the North Nashville Community – 2002 Update" [the Updated Plan], and

WHEREAS, the *Updated Plan* defines planning neighborhoods, a goal of the *Updated Plan* is the preparation of "Detailed Neighborhood Design Plans" [DNDPs] for those planning neighborhoods, and the *Updated Plan* calls for said DNDPs to be made a part of the *Updated Plan* through their adoption and incorporation into the *Updated Plan* (by reference) as elements of Appendix E, and

WHEREAS, in August and September of 2003, the Metropolitan Planning Department staff, working extensively with property owners, civic and business interests, and neighboring residents, including conducting four workshops in the community, prepared a DNDP for the MetroCenter/North Rhodes Park neighborhood [see "Attachment A"], and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on October 9, 2003 to obtain additional input regarding the proposed DNDP for the MetroCenter/North Rhodes Park neighborhood and,

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county; and

WHEREAS, the Metropolitan Planning Commission finds that DNDP as presented in "Attachment A" has been prepared in accordance with the guidelines in the *Updated Plan*, and that this amendment is supported by the community,

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS** Amendment No. 4 to *The Plan for Subarea 8: the North Nashville Community – 2002 Update* as set forth in "Attachment A" and incorporates Part II of "Attachment A" by reference into Appendix E of the *Updated Plan*.

/s/ James Lawson James Lawson, Chairman

Amendment Adoption Date: October 9, 2003

Attest: /s/ Richard Bernhardt Rick Bernhardt Secretary and Executive Director The Planning Department does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in admission to, access to, or operations of its programs, services, or activities. The Planning Department does not discriminate in its hiring or employment practices. The following erson has been designated to handle questions, concerns, complaints, requests for accommodation, or requests for additional information regarding the Americans with Disabilities Act: Josie L. Bass, Planning Department ADA Compliance Coordinator, 730 Second Avenue South, Nashville, TN 37201, (615) 862-7150. Inquiries concerning nondiscrimination policies other than ADA compliance should be forwarded to: Michelle Lane, Department of Human Resources, 222 Third Avenue North, Suite 200, Nashville TN 37201, (615) 862-6170.

1. Introduction

1.1 Intent of Plan

The Detailed Neighborhood Design Plan describes the vision for future development within the neighborhood and establishes the land use policies that support that vision. It is an amplification of the Structure Plan that a) lays out a more intricate pattern and arrangement of future development in the neighborhood and b) strives to seemlessly integrate the various elements of the neighborhood into one cohesive unit. Once adopted, this plan serve as the primary guidance for the neighborhood's development.

The various detailed land use categories that are used to create the detailed land use plan are established in Section 3.6.00 of the community plan. The types of buildings that are intended and deemed appropriate within each structure plan area and detailed land use category are also presented in Section 3.6.00 of the community plan (see Table 12). The full range of specific land uses intended within each detailed land use category is presented in Appendix C of the community plan.

The goals of Detailed Neighborhood Design Plans for the physical development of neighborhoods are established in *The Plan for Subarea 8: the North Nashville Community, 2002 Update.* They are as follows:

- Encourage and maintain a pedestrian friendly environment while minimizing the impact of the automobile.
- Encourage an appropriate mix of uses that are compatible and provide locations for neighborhood commercial services.
- Encourage an appropriate mix of housing types that are compatible and provide the opportunity for a mixed-income community.
- Encourage and provide locations for a range of public spaces for passive and active recreational use by the residents of the neighborhood.
- Encourage an interconnected transportation network for pedestrians, bicyclists, vehicles, and transit.
- Encourage new development to be sensitive towards and compatible to the scale, mass, materials, and architecture of the historical context of the neighborhood.

1.2 How to Use this Plan

The Detailed Neighborhood Design Plan is a supplement and appendix to *The Plan for Subarea 8:* The North Nashville Community, 2002 Update. This plan will guide future development by distributing the appropriate land uses within the structure of the neighborhood. This plan includes the Structure Plan describing the various elements that make up a neighborhood, a Transportation Plan outlining existing and proposed transportation improvements, the Land Use Plan describing the character of each structural element, and details focusing on development scenarios that the policy would support. Developers interested in working in this neighborhood are encouraged to follow this plan in determining the appropriate location of all future development.



Fig. 1 (Right) Aerial view of MetroCenter - North Rhodes Park circa 2002

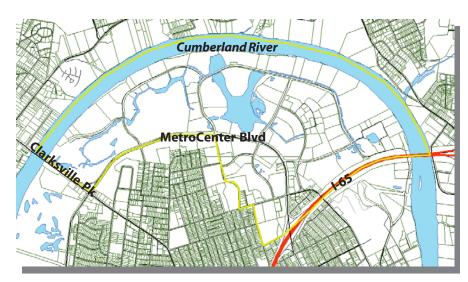


Fig. 2 (Right) Street map showing the neighborhood boundaries of MetroCenter-North Rhodes Park

2. Location and History

2.1 Location

MetroCenter - North Rhodes Park is an expansive area in the northern portion of the North Nashville community. Beginning at Clarksville Pike and the Cumberland River, its boundaries follow the Cumberland River eastward to I-65, I-65 southwestward to Coffee Street, Coffee Street west to Delta Avenue, Delta Avenue North to Dominican Drive, Dominican Drive west to 9th & 10th Avenues North, 9th & 10th Avenue North to MetroCenter Boulevard, MetroCenter Boulevard west to Clarksville Pike and Clarksville Pike northwest to the starting point at the Cumberland River (see Figure 1).

2.2 History

The development of the present-day North Nashville community dates back to the mid-1800s and, for the most part, it was developed by the early to mid 1900s. Unlike the rest of the North Nashville community, however, the history of development in most of the MetroCenter - North Rhodes Park neighborhood is fairly brief and more recent. Until the 1970s, when a levy was built, much of the MetroCenter - North Rhodes Park area was subject to flooding from the Cumberland River and, therefore did not undergo urban development. Among its pre-levy uses were agriculture, "mining" clay for bricks, a small airplane landing strip, a horse racing track, and a landfill for slag glass from the then Ford Glass Plant in Cockrill Bend. The most significant existing feature from the past is the St. Cecilia Motherhouse (shown below) located on the south side of Dominican Drive and east side of 9th Avenue N. That facility is on the National Reister of Historic Places.

With the completion of I-65 (formerly I-265) and I-40 through North Nashville, a vision emerged in the early 1970s of what is now known as the MetroCenter area being developed with a diverse mixture of uses ranging from residential to industrial. Concurrently, plans evolved for the construction of a new highway [to become MetroCenter Boulevard] that would reroute US 41A (Clarksville Pike) traffic from the north side of the river around the developed North Nashville community and provide access to the MetroCenter area. Plans were also made to provide a new public golf course in the North Nashville community, which evolved to become the current 260 acre Ted Rhodes Golf Course. About 100 acres of the golf course lies to the south of Clarksville Pike outside of the MetroCenter - North Rhodes Park neighborhood.

St. Cecilia Motherhouse



Amulet Lake Area of MetroCenter Today



3. Structure Plan

The Structure Plan identifies and establishes the different basic components of a complete neighborhood. The Structure Plan areas are identified on the Detailed Land Use Plan Element of this document (see Fig. 5). Refer to Chapter 3 of the overall North Nashville Community Plan document for full definitions of the Structure Plan Elements. They are described briefly in the following sections.

3.1 Corridor Center (CC)

A Corridor Center typically occurs at the edge of a neighborhood on a heavily traveled street. These areas are envisioned as the commercial "Main Streets" for neighborhoods. The character of such arterials is decidedly different from the mostly residential streets within the neighborhoods. Corridor Center areas include a mix of service, convenience, and residential uses and are designed in a pedestrian-friendly manner. However, larger institutions and commercial services that demand automobile visibility also often locate along these busier streets.

Corridor Center covers most of MetroCenter Boulevard east/south of 10th Avenue North/Great Circle Road. The CC area in this plan is atypical of ideal Corridor Centers, as defined, in that it does not, nor is it envisioned to, contain residential except for what may occur on the Watkins College campus.

3.2 Neighborhood Urban (NU)

Neighborhood Urban covers fairly intense areas that contain a significant amount of residential development, but that overall are mixed in use. NU policy makes up the majority of the middle of MetroCenter, roughly between Great Circle Road and 9th Avenue North. The plan envisions NU areas west of MetroCenter Boulevard to include many residential uses. Also atypical of ideal NU areas, as defined, the vision for the NU area north of MetroCenter Blvd. in this plan does not include residential uses. Commercial uses should front the west side of French Landing Drive and both sides of Athens Way south of French Landing Drive to the Corridor Center area.

3.3 Industrial (IN)

The Industrial category reflects a significant area of mostly distribution/shipping, manufacturing, or other industrial activities. These areas are not intended to accommodate or introduce uses other than those associated with industrial activity. Due to MetroCenter's founding as a mixed-business industrial park, much of the land lining the north side of Great Circle Road is placed in the Industrial Structure Plan category to firmly reinforce its present and intended character.

3.5 Open Space (OS)

Open Space consists of civic institutions, parks and other buildings that support the Open Space. Ted Rhodes Park and Golf Course are significant open spaces and are reflected as such on this Structure Plan.

4. Transportation Network Plan

The Transportation Plan, shown in *Figure 3*, establishes and identifies all forms of transportation, existing or proposed, that should exist within a neighborhood. The Transportation Plan identifies locations for streetscape improvements, as well.

Although not an integral part of the neighborhood transportation network, Interstate 65 forms a portion of the southern boundary of the neighborhood. The plan recommends providing sound barriers and landscaping along this highway within the neighborhood. Following are descriptions of components of the Transportation plan.

4.1 Arterials

Arterials link the neighborhood to adjacent areas, thus producing higher traffic volumes that must be balanced with alternative forms of transportation. Arterials include MetroCenter Boulevard, 3rd Avenue North, and Clarksville Pike. The forthcoming plan for the Bordeaux-Whites Creek community includes a proposal for a new bridge crossing the Cumberland River into the MetroCenter area. See Section 4.10 for a discussion of that river crossing.

4.2 Collectors and Civic-Open Space Connectors

Dominican Drive between MetroCenter Boulevard and 9th and 10th Avenues N. are designated civic connectors. These are streets that are recommended to receive enhanced streetscape design. The system created by these civic connectors provides connectivity within and between neighborhoods for schools, parks, commercial, residential and employment centers.

4.3 Locals

Most of the streets within this neighborhood are local streets and should remain local streets, primarily providing access for residents and employees, with limited through traffic. Because many of the local streets in this neighborhood serve areas that generate truck traffic, their design will differ from typical local residential streets. Athens Way between Ponder Place and Dominican Drive is envisioned to become an increasingly pedestrian-oriented street. As such, non-local truck traffic is undesirable and it is recommended that measures be taken to eliminate through truck traffic from this street segment.

4.4 Service Lanes and Alleys

Service lanes and alleys are not planned within most of the MetroCenter/North Rhodes Park neighborhood. They are encouraged, however, in conjunction with new development in the "MetroCenter Village" area generally between Athens Way and 9th and 10th Avenues N. (see Figure 5 Sheet 3 of 4). As new development or redevelopment occurs, service lanes should function

4. Transportation Network Plan (continued)

4.5 Sidewalks

Sidewalks should be constructed on most streets that currently lack them, especially in areas of residential development and near major employers and for access to transit routes and the MetroCenter Levee Greenway. Priorities in the provision of sidewalks are discussed in Section 8.

4.6 Bicycles

Bike lanes are recommended for MetroCenter Boulevard. Great Circle Road, Mainstream Drive, and Freeland Station Road are currently designated as bike routes in the *Comprehensive Plan for Sidewalks and Bikeways for Davidson County*. Due primarily to a concentration of truck traffic, the desirability Great Circle Road being a bike route from Vantage Way to Athens Way was questioned during preparation of this plan. Consideration of the removal of this segment of Great Circle Road from the bike route plan is recommended as part of the next regular update of the overall Bikeways Plan.

4.7 Transit

Five Metropolitan Transit Authority (MTA) bus routes provide transit service to the neighborhood via Routes 9 (MetroCenter) and 42 (St. Cecilia/Cumberland). Transit service is essential for the long-term viablity of this dynamic employment center. The existing rail right-of-way adjacent to the Cumberland River should be utilized as part of a light rail system to improve connections to downtown and other parts of Nashville.

Businesses and other developments should work closely with the Metro Transit Authority to determine the best locations for bus stops. In general, they should be located near higher concentrations of people, such as office buildings and apartments. Also, bus stops should be sited close to civic and public benefit activities, especially those whose clientele may include above average levels of transit-dependent groups such as the young or elderly; or activities that provide critical services, like health care.

The idea of providing light rail or trolley service within the North Nashville Community is discussed in the East Germantown neighborhood plan. It is recommended that any consideration of such transit service be expanded to include service to and through MetroCenter - North Rhodes Park.

4.8 Streetscape Improvements

As sidewalks are constructed on streets within the neighborhood, planting strips and street trees should be utilized to take advantage of the lack of overhead utilities and to create a more pleasant pedestrian environment.

Dominican Drive and 9th/10th Avenue North need to be enhanced with consistent, pedestrian-friendly streetscaping consistent with their roles as Civc/Open Space Connectors.

Maintaining the median and generous landscaping MetroCenter Boulevard are recommended with any enhancements or improvements to that roadway.

4. Transportation Network Plan (continued)

4.9 Greenways and Multi-Use Paths

Greenways are linear parks, such as the completed MetroCenter Levee portion of the Cumberland River Greenway. The plan proposes a greenway that would encircle Amulet Lake, forming a functional recreation path near Watkins College of Art and Design and Baptist Sports Park.

Multi-use paths are facilities that provide connectivity for multiple non-vehicular means of travel where streets, service lanes and sidewalks do not exist. For more convenient and direct pedestrian and other non-vehicular travel within the "MetroCenter Village" area, multi-use paths are recommended where new streets and service lanes are impractical due to physical environmental constraints, but such pedestrian connections are needed. Suggested paths are shown on Figure 3.

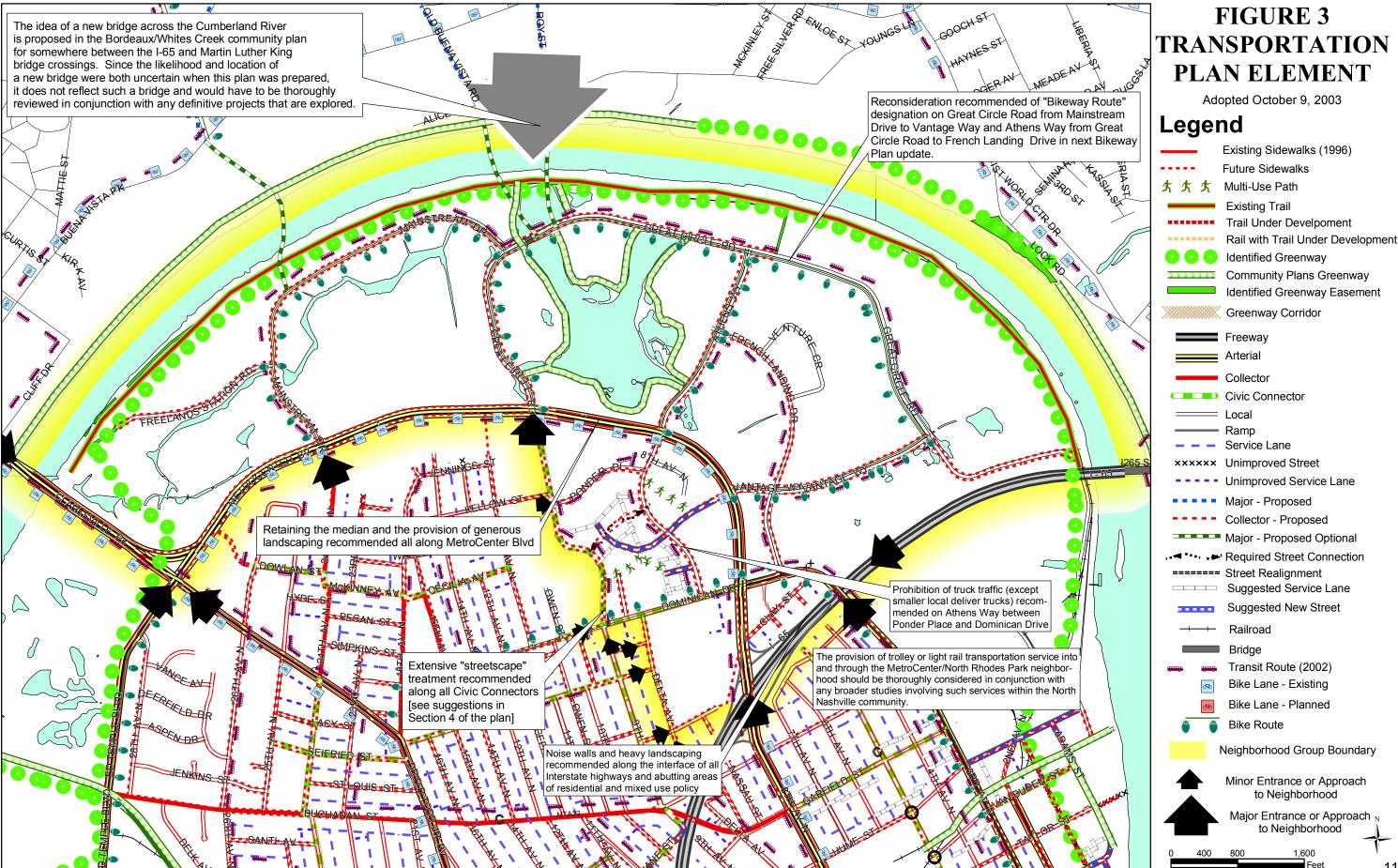
4.10 Potential River Crossing

As part of the Bordeaux/Whites Creek Community Plan Update process held in spring 2003, participants identified the desire for a new roadway crossing of the Cumberland River to connect Bordeaux and MetroCenter. At this point, it is only an idea that has not been modeled or studied for feasitility. Neither the likelihood nor location for such a facility is known at this time, so this plan cannot and does not envision such a bridge. Participants in the preparation of this plan expressed mixed views about the potential impact and benefits of such a crossing. Despite the need for more river crossings in Davidson County to increase connectivity and mobility and to relieve demand on existing bridges, this idea needs extensive research and public involvement before a conclusion is reached as to its merit or desirability.

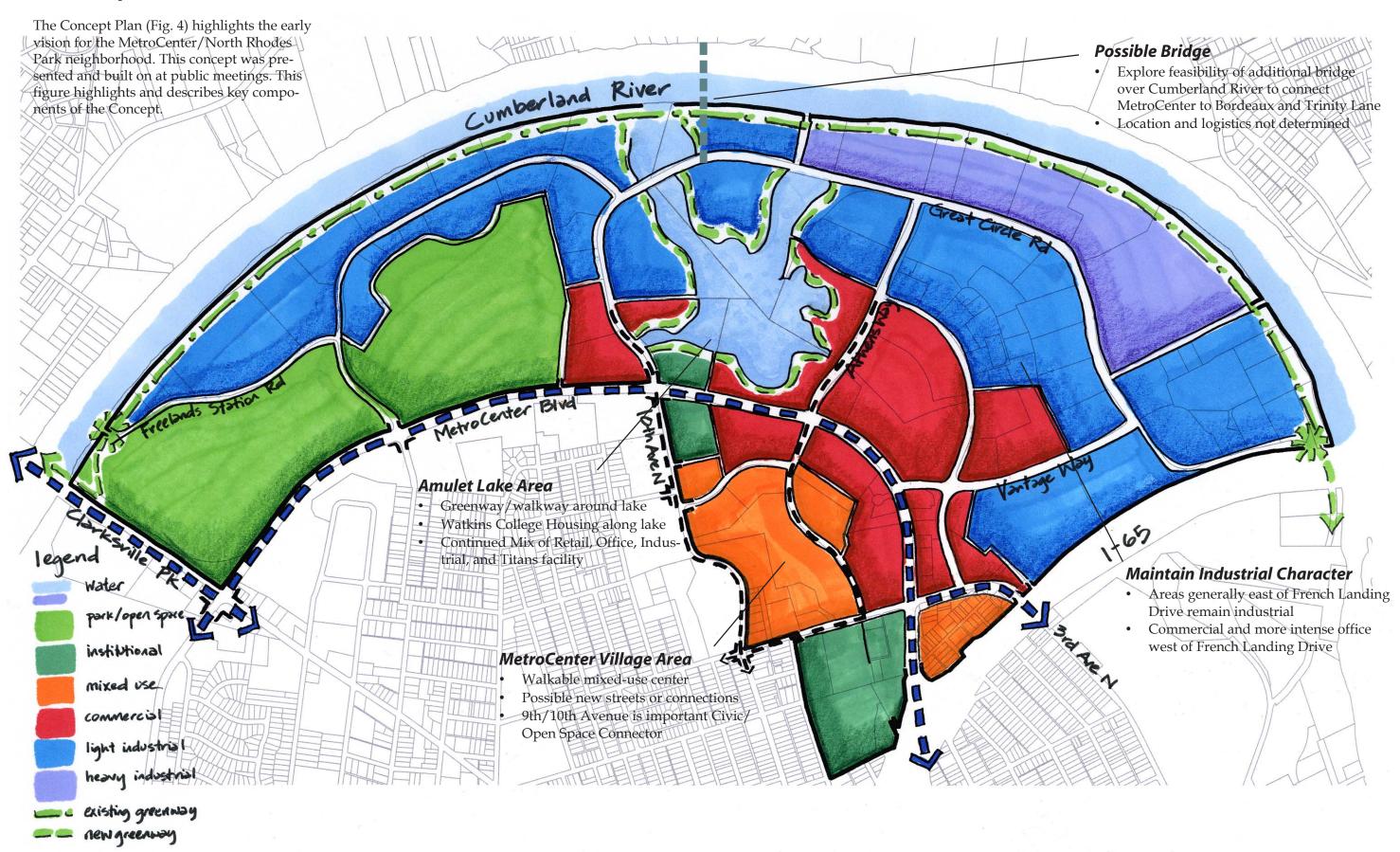
In the event that the provision of a new bridge is seriously pursued, this plan should be thoroughly reviewed to determine its potential impacts on the neighborhood and transportation system. Notification of all stakeholders, business and civic interests that would be affected by such a proposal would be especially important.

METROCENTER - NORTH RHODES PARK

DETAILED NEIGHBORHOOD DESIGN PLAN



5 Concept Plan



Detailed Neighborhood Design Plan for Fisk-Meharry, Hadley-Washington, McKissack Park & Watkins

6. Detailed Land Use Plan

The Detailed Land Use Plan establishes the arrangement of uses envisioned within each Structure Plan element in the neighborhood. The detailed land use plan is presented graphically in Figure 5, which consists of four sheets. Further detail is provided by matching the land use categories with the appropriate building types found in the main North Nashville Community Plan document. Following are descriptions of detailed land use categories. For a complete listing of land uses intended within each detailed land use category, see Appendix C of *The Plan for Subarea 8: the North Nashville Community 2002 Update.*

This plan does NOT reflect the impacts of any proposed additional river crossing and would need to be reviewed and revised if such an addition to the Major Street Plan is considered.

6.1 Single Family Attached or Detached

This category includes a mixture of single-family housing that varies based on the size of the lot and building placement on the lot. Detached houses are single units on a single lot (e.g. typical single family house). Attached houses are single units that are attached to other single-family houses (e.g., townhouse). The only area envisioned for this type of development is a portion of the MetroCenter Village area west of Athens Way.

6.2 Mixed Housing

This category includes single-family and multifamily housing that varies based on lot size and building placement on the lot. Appropriate housing types within Mixed Housing areas include compact single-family homes, townhomes, apartments, and senior housing. Mixed Housing includes attached and detached housing units strategically placed throughout the neighborhood and where residents desire higher intensity development. Generally, the character (mass, placement, height) should be compatible to the existing character of the street. Mixed Housing is envisioned in part of the MetroCenter Village area west of Athens Way.

6.3 Mixed Use

This category includes buildings with a horizontal and vertical mix of uses. The category encourages creating vertical mixtures for a mixed-use streetscape. This category allows residential as well as commercial uses, although it does not include single-family detached homes. This category encourages mixed-use buildings with street level retail and offices and/or residential above. In mixed-use buildings, locate retail uses at street level only; other uses may also locate at street level, but limit floors above street level to non-retail uses. Design the street level of all mixed use and non-residential building types for retail regardless of its initial use. Construct one story buildings to allow for additional floors without major structural changes to the original building when the market supports it. Mixed use development is envisioned in the MetroCenter Village area, on the Watkins College site and along MetroCenter Boulevard south of Vantage Way.

Due to concern about the amount of truck traffic on Great Circle Road north of MetroCenter Blvd., residential uses are not recommended along the frontage of Great Circle Road in the area designated Mixed Use to the northeast of Great Circle Road and MetroCenter Blvd. In this area, residential uses should either be at least 200 feet east of Great Circle Road, or if closer, be separated from that street by nonresidential buildings along the street.

Conversely, to create a more residential-friendly environment in the area designated Mixed Use along the west side of Athens Way and south of Ponder Place, the prohibition of truck traffic, except for smaller truck local deliveries, is recommended for Athens Way between Ponder

Detailed Neighborhood Design Plan for East Germantown, Germantown, Salemtown and Metro/Second & Hume

6. Detailed Land Use Plan (continued)

Place and Dominican Drive.

6.4 Commercial

This category includes buildings that are entirely commercial in use with no residential. It is envisioned that mixed commercial buildings (e.g. retail, office) locate shopping uses at street level and office uses on upper levels to encourage an active street life. Areas envisioned to be predominantly commercial in character include most of the MetroCenter Boulevard corridor from Vantage Way to west of Great Circle Road, along Athens Way south of French Landing Dr. and along the west side of French Landing Dr.

6.5 Civic or Public Benefit and Parks Reserves and Other Open Space

Civic or Public Benefit includes various public facilities including schools, libraries, and public service uses. The two areas designated Civic or Public Benefit are the post office and the historic St. Cecilia Motherhouse, which are both envisioned to remain in those uses. No other areas are specifically planned for civic or public benefit activities. However, these types of uses are often found, and are appropriate, among other land use groups, such as mixed use or residential areas.

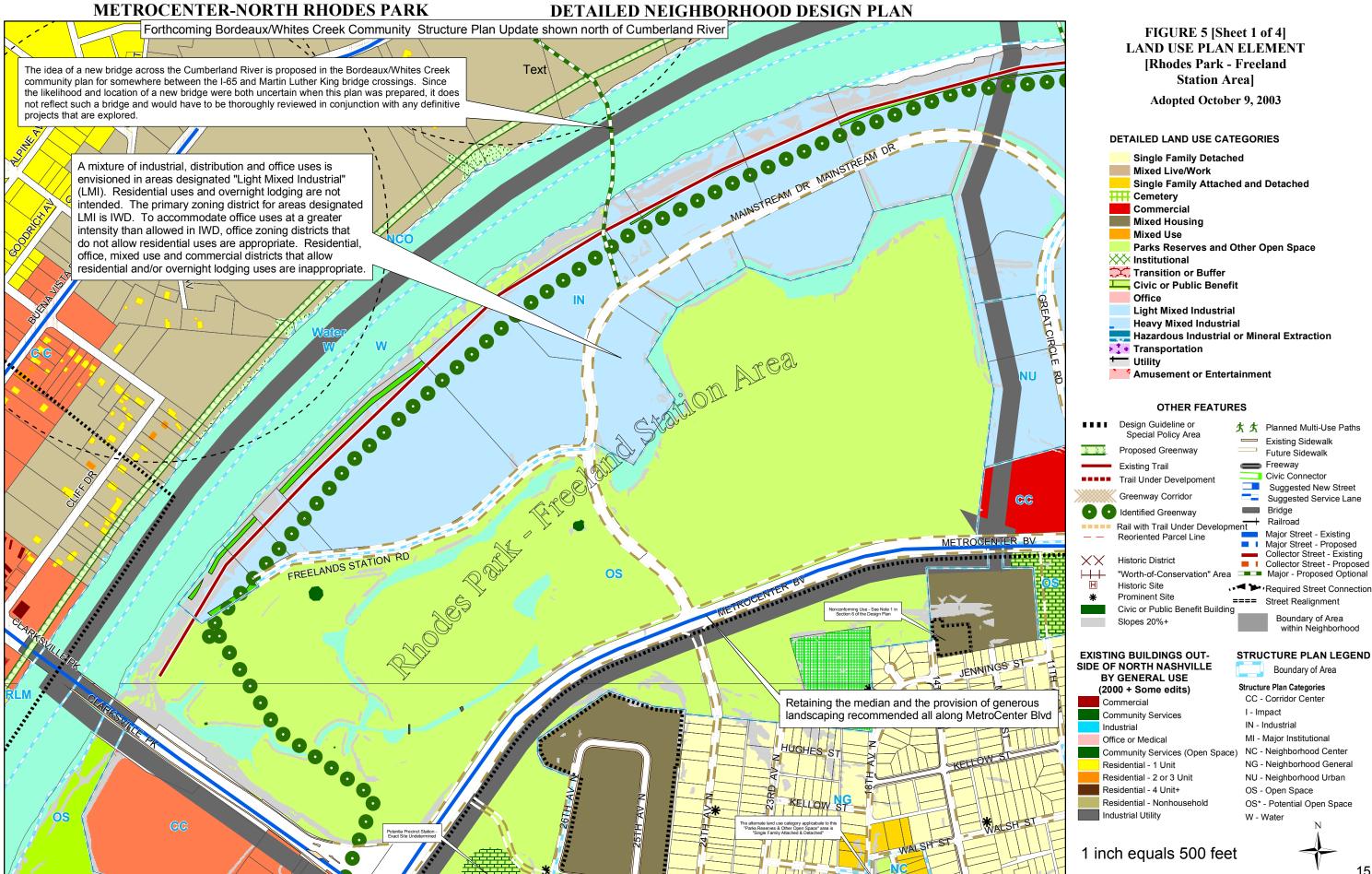
Parks Reserves and Other Open Space, like the Structure Plan component, is applied to areas intended for active and passive recreation, as well as buildings that support such open space. The main existing Open Space area is the portion of the Ted Rhodes Golf Course and Park that lies north of Clarksville Pike. Continuation of the current uses is envisioned; preparation of a master plan for that facility is recommended. Three additional areas are designated as open space [Parks Reserves and Other Open Space]. They include a federally protected wetland on the east side of Amulet Lake and remnants of an old quarry and a steeply sloped hillside in the MetroCenter Village area that are unsuitable for development. In addition to the open space areas designated on the detailed land use plan, greens, squares and plazas, as appropriate, are encouraged in conjunction with new development throughout the neighborhood to provide gathering places for residents, employees, students and visitors to mingle, socialize and relax.

6.6 Light Mixed Industrial

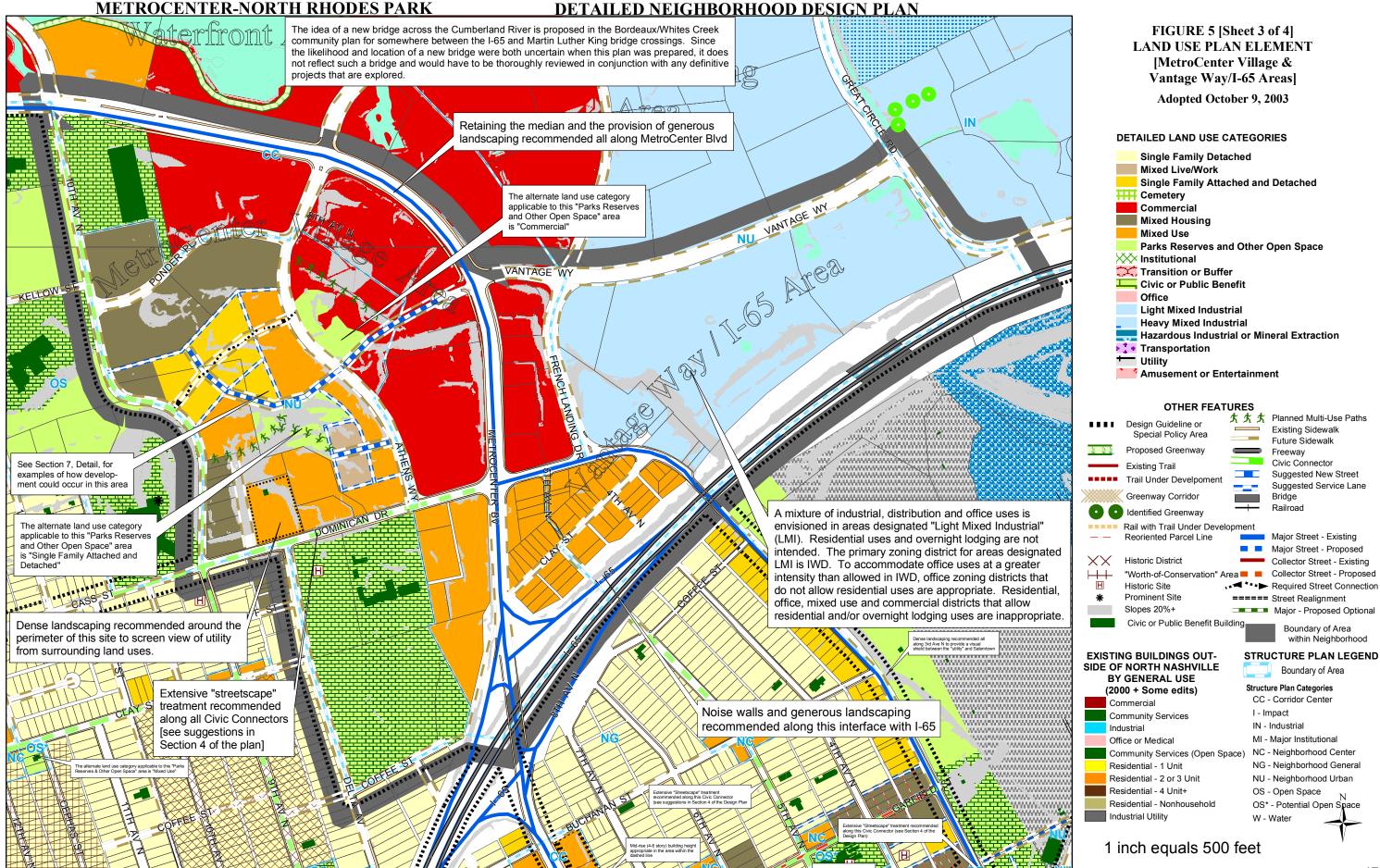
Light Mixed Industrial covers a range of employment activities, primarily including warehousing, distribution/shipping, and low-intensity office or industrial uses. Residential uses are not intended in Light Mixed Industrial areas. In addition, in this particular neighborhood, there is an intent to not include overnight lodging type uses in these areas. Part of the character of the developed areas is the abundance of office development in addition to the "industrial" uses. An intent of this plan is to continue to accommodate office uses in these areas, including offices at an intensity exceeding what is typical of the industrial uses. To allow the greater intensity, office zoning districts that allow higher floor-area ratios, but which do not permit residential and overnight lodging, are appropriate. Light Mixed Industrial is the most prevalent land use designation in the MetroCenter/North Rhodes Park neighborhood. This land use category is envisioned only in the northern and eastern sections of the neighborhood and not along or west of MetroCenter Boulevard.

6.7 Heavy Industrial

Heavy Industrial covers more intense or large-scale manufacturing, distribution, or like uses. Uses other than those that are industrial in character are discouraged in this area. Application of this category is limited to the existing area of IR industrial zoning between Great Circle Road and the Cumberland River. Expansion of this land use category is not recommended.



METROCENTER-NORTH RHODES PARK DETAILED NEIGHBORHOOD DESIGN PLAN FIGURE 5 [Sheet 2 of 4] Forthcoming Bordeaux/Whites Creek Community Structure Plan Update shown north of Cumberland River LAND USE PLAN ELEMENT **Waterfront & French** The idea of a new bridge across the Cumberland River is proposed in the Bordeaux/Whites Creek community plan for somewhere between the I-65 and Martin Luther King bridge crossings. Since **Landing Areas** the likelihood and location of a new bridge were both uncertain when this plan was prepared, it does not reflect such a bridge and would have to be thoroughly reviewed in conjunction with any definitive Adopted October 9, 2003 projects that are explored. A mixture of industrial, distribution and office uses is **DETAILED LAND USE CATEGORIES** envisioned in areas designated "Light Mixed Industrial" (LMI). Residential uses and overnight lodging are not Single Family Detached GREAT CIRCLE RD intended. The primary zoning district for areas designated Mixed Live/Work LMI is IWD. To accommodate office uses at a greater Single Family Attached and Detached GREAT CIRCLE RD intensity than allowed in IWD, office zoning districts that Cemetery do not allow residential uses are appropriate. Residential, Commercial office, mixed use and commercial districts that allow Mixed Housing residential and/or overnight lodging uses are inappropriate. Mixed Use Parks Reserves and Other Open Space **Institutional** Transition or Buffer Civic or Public Benefit Office The alternate land use category **Light Mixed Industrial** applicable to this "Parks Reserves **Heavy Mixed Industrial** and Other Open Space" area Hazardous Industrial or Mineral Extraction is "Commercial" Transportation Utility Amusement or Entertainment Waterfront Area **OTHER FEATURES** ■ ■ ■ ■ Design Guideline or ★ ★ Planned Multi-Use Paths Special Policy Area **Existing Sidewalk** Future Sidewalk Proposed Greenway Freeway Civic Connector Existing Trail Suggested New Street Trail Under Develpoment Suggested Service Lane Bridge Greenway Corridor Identified Greenway Rail with Trail Under Developme Major Street - Existing Major Street - Proposed Reoriented Parcel Line Collector Street - Existing ■ Collector Street - Proposed $\times\times$ Historic District Required Street Connection ++-"Worth-of-Conservation" Are METROCENTER BV METROCENTER BY ea==== Street Realignment Historic Site Major - Proposed Optional Prominent Site Fronting residential uses on Civic or Public Benefit Building Great Circle Road in this area Boundary of Area Slopes 20%+ within Neighborhood of Mixed Use policy is not recommended. Such uses **EXISTING BUILDINGS OUT-**STRUCTURE PLAN LEGEND should either be at least 200 SIDE OF NORTH NASHVILLE feet from the street or, if closer, Boundary of Area VANTAGE WY VANTAGE WY BY GENERAL USE be separated from the Structure Plan Categories (2000 + Some edits) street by nonresidential buildings intage Way I-65 Area CC - Corridor Center Commercial along the street. I - Impact Community Services IN - Industrial Industrial MI - Major Institutional Office or Medical Extensive "streetscape" NC - Neighborhood Center Community Services (Open Space) treatment recommended Residential - 1 Unit NG - Neighborhood General along all Civic Connectors Residential - 2 or 3 Unit NU - Neighborhood Urban [see suggestions in Residential - 4 Unit+ OS - Open Space Section 4.9 of this plan] Residential - Nonhousehold OS* - Potential Open Space Industrial Utility W - Water Retaining the median and the provision of generous landscaping recommended all along MetroCenter Blvd 1 inch equals 500 feet



METROCENTER-NORTH RHODES PARK DETAILED NEIGHBORHOOD DESIGN PLAN Forthcoming Bordeaux/Whites Creek Community Structure Plan Update shown north of Cumberland River FIGURE 5 [Sheet 4 of 4] LAND USE PLAN ELEMENT The idea of a new bridge across the Cumberland River is proposed in the Bordeaux/Whites Creek community plan for somewhere between the I-65 and Martin Luther King bridge crossings. Since [East Industrial Area] the likelihood and location of a new bridge were both uncertain when this plan was prepared, it does not reflect such a bridge and would have to be thoroughly reviewed in conjunction with any definitive YNES MEADE projects that are explored. Adopted October 9, 2003 GREAT CIRCLE RD GREAT CIRCLE RD **DETAILED LAND USE CATEGORIES** Single Family Detached Mixed Live/Work Single Family Attached and Detached Commercial Mixed Housing Mixed Use Parks Reserves and Other Open Space A mixture of industrial, distribution and office uses is >>> Institutional envisioned in areas designated "Light Mixed Industrial" Transition or Buffer (LMI). Residential uses and overnight lodging are not Civic or Public Benefit intended. The primary zoning district for areas designated Office LMI is IWD. To accommodate office uses at a greater **Light Mixed Industrial** intensity than allowed in IWD, office zoning districts that **Heavy Mixed Industrial** do not allow residential uses are appropriate. Residential, Hazardous Industrial or Mineral Extraction office, mixed use and commercial districts that allow * Transportation residential and/or overnight lodging uses are inappropriate. Utility Amusement or Entertainment **OTHER FEATURES** QCENTER BY Planned Multi-Use Pa ■■■ Design Guideline or Special Policy Area Existing Sidewalk Future Sidewalk Proposed Greenway Freeway Existing Trail Civic Connector antage Way I-65 Area Trail Under Develpoment **EXISTING BUILDINGS OUT-**STRUCTURE PLAN LEGEND Suggested New Street SIDE OF NORTH NASHVILLE Boundary of Area Greenway Corridor Suggested Service Lane BY GENERAL USE Bridge Identified Greenway Structure Plan Categories (2000 + Some edits) Railroad CC - Corridor Center Rail with Trail Under Development Commercial I - Impact Reoriented Parcel Line **Community Services** IN - Industrial Industrial Major Street - Existing $\langle \times \rangle$ Historic District MI - Major Institutional Office or Medical Major Street - Proposed "Worth-of-Conservation" Area Community Services (Open Space) NC - Neighborhood Center Collector Street - Existing Historic Site Residential - 1 Unit NG - Neighborhood General Collector Street - Proposed Prominent Site Residential - 2 or 3 Unit NU - Neighborhood Urban Civic or Public Benefit Building *** Required Street Connection Residential - 4 Unit+ OS - Open Space =====: Street Realignment Slopes 20%+ 1 inch equals 550 feet Residential - Nonhousehold OS* - Potential Open Space Boundary of Area Major - Proposed Optional Industrial Utility W - Water within Neighborhood

7. Details

This component of the Detailed Neighborhood Design Plan describes in further detail the vision for specific areas within the overall plan area. This plan focuses on development scenarios for the potential redevelopment of six areas in the neighborhoods.

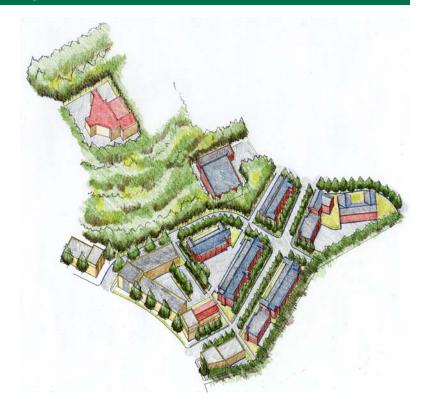
It is critical to note that development scenarios are examples of what the land use policy would support in the specific area and are intended to show possible improvements. These development scenarios are not, and should not be seen as, actual development plans.

MetroCenter Village

Metro Center Village is the area bounded by Metro Center Boulevard on the north and east, Dominican Drive on the south, and 10th Avenue on the west. During the planning process, the community identified the area as the neighborhood within Metro Center where residential development should be located.

Recently, the Planning Commission approved a large residential planned unit development on the west side of Athens Way between Dominican Drive and Ponder Place. Although the development proposal is consistent with the general concept for Metro Center Village, the community expressed concern about the intensity of the proposed development and its reliance on Athens Way for all circulation.

Planning staff developed a concept plan for the area, in response to the community's concerns and in the event that the proposed development changes course. Importantly, the concept plan introduces a network of streets and alleys that supports multiple circulation patterns, including east-west movement with access to Metro Center Boulevard and 10th Avenue North, and reduces pressure on Athens Way. The plan also concentrates residential development to the west near 10th Avenue. Finally, in the concept plan, Athens Way is characterized by mixed-use development, providing shopping opportunities for residents and visitors, such as hotel guests, as well as work and live options.



Bird's Eye View looking southwest over new development between Athens Way and 10th Avenue North.

Site Plan of new development between Athens Way and 10th Avenue North.



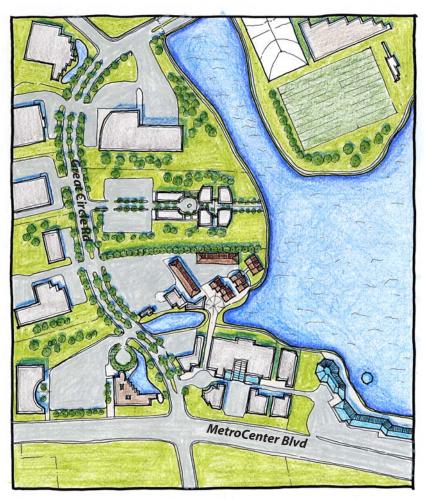
Great Circle Road-Amulet Lake Area North of MetroCenter Boulevard

The area around Great Circle Road and MetroCenter Boulevard will likely see dramatic change over the next several years as MetroCenter's last available properties develop and as Watkins College of Art and Design fulfills its desire to create a true campus at its present home.

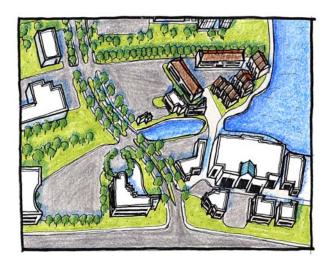
Additional buildings, including academic, support, or housing, are shown filling out Watkins' current property. Artist studios line the waterfront on the northern part of the campus.

Office buildings and light industrial facilities line Great Circle Road and complete the buildout of this area. To the extent possible, new buildings should be sited to take advantage of the proximity to and views of the water.

To provide a recreational amenity for all of MetroCenter and especially Watkins and surrounding properties, a trail lines the waterfront and could be used to access the MetroCenter Levee Greenway.



Site Plan showing a possible buildout pattern.



Bird's Eye View showing Watkins College campus and additional office and/or light industrial buildings in the area.

MetroCenter Blvd - selected intersection improvements

MetroCenter Boulevard, while an attractive major gateway street into and through MetroCenter, suffers from poor pedestrian accessibility. Sidewalks do not line the entire length of the street and are immediately adjacent to the roadway. Crossings are difficult and not encouraged due to the design of the intersections. To help build a more complete community that better links the two sides of MetroCenter, specific improvements are recommended.

Simple but effective crosswalk markings can alert drivers to the presence of pedestrians and give a "safety zone" when crossing. The existing median along MetroCenter Blvd. is ideal for a pedestrian refuge, especially when crossing wide streets. Similar medians can likewise calm the wider side streets and add to the neighborhood's beauty.

Pedestrian-scaled lighting not only provides a more appropriate non-vehicular lighting method, but identifies the area's importance as a vital commercial and business center. Pedestrian crossing signals can also help provide a dedicated time to cross wider stretches.

Textured ramps help provide grip for wheelchairs and alert pedestrians to the approaching intersection and allow for a safe waiting area before stepping into pavement when crossing.



Existing view looking west along MetroCenter Blvd at Mainstream Drive.



Possible improvements include marked zebra-striping for crosswalks, median refuge islands, enhanced lighting with signals, and added textured ramps.

Athens Way - selected intersection improvements to preclude truck traffic

Certain roadway and intersection improvements can reduce potential conflict between trucks and pedestrians. Except in the



Existing view looking east along Dominican Drive at Athens Way.



Existing view looking west along Ponder Place at Athens Way.

MetroCenter Village area at bottom, truck movement would only be slowed, not eliminated, creating a more viable pedestrian realm.



Intersection enhancements could include:

- zebra-striped crosswalks
- new sidewalks
- vehicle stop bar moved back for greater pedestrian crossing area



Intersection enhancements could include:

- paver or brick crosswalks
- new sidewalks
- posted "No Trucks" signs
- street trees

8. Actions

In addition to the findings and recommendations generated during the detailed neighborhood design planning process, the community identified the following issues in each of the neighborhoods during the *The Plan for Subarea 8: The North Nashville Community (Community Plan)*.

8.1 Plans and Studies

Action HA10: Document the extent of the noise problem along the sections of Interstates 40 and 65 adjacent to areas designated "Neighborhood General" and "Neighborhood Urban" on the "structure plan" presented in **Section 3.3.01** and initiate an effort to provide sound barriers as needed pursuant to the study (**Metrocenter/North Rhodes Park**).

Action OS4: Prepare master site plans for all of the existing parks [note: this effort should follow and be guided by the new plan now being prepared for the county-wide parks and recreation system] (MetroCenter/North Rhodes Park).

Action DS2: Establish and apply general streetscape design guidelines that address the street, the parking area, the "parkway" between the curb and sidewalk, the sidewalk and the setback area and front of buildings. These design guidelines should strive for enhanced design of the more important streets within the community and its neighborhoods that results in streets that are distinctly more attractive and appealing than the typical local streets. Specific landscaping-related proposals made during the preparation of this plan that should be evaluated and acted on are as follows.

· Plant trees along the interstates (MetroCenter/North Rhodes Park, Salemtown, Jones/Buena Vista, Buena Vista, Elizabeth Park, Fisk Meharry, Osage/North Fisk, Hadley Park, Hadley/ Washington, McKissack Park, College Heights/Clifton and Clifton Southwest)

8.2 Programs and Projects

Action TR1: Evaluate and determine the appropriate course of action for the following specific proposals made during the preparation of this plan aimed at improving the connectivity and convenience of the transportation system.

· Provide a cloverleaf interchange of I-65 at 8th Ave. N./Metrocenter Blvd. to facilitate traffic flow (**Metrocenter/North Rhodes Park**, Salemtown, Jones/Buena Vista, and Buena Vista)

8.3 Additional Actions During preparation of this plan, the following additional actions were recommended.

Sidewalk Priorities. The recommended priorities in the provision of sidewalks are as follows:

- 1. Where they do not exist along both sides of MetroCenter Blvd. from I-65 to Great Circle Road;
- 2. Along both sides of MetroCenter Blvd. from Great Circle Road to Clarksville Pike;
- 3. Along both sides of Athens Way and Vantage Way from Great Circle Road to MetroCenter Blvd.
- 4. Along both sides of 9th and 10th Avenues North from MetroCenter Blvd. to Dominican Drive; and,
- 5. Remaining "future sidewalks" identified in the Transportation Plan" element in Section 3

10th Avenue N. Drainage Problem. Evaluate and take appropriate actions to resolve the local flooding that results in the potential for hydroplaning along 10th Avenue North from MetroCenter Blvd. to south of Ponder Place.

Sharp Curve in 9th/10th Avenues N. Evaluate and straighten the curve to the extent feaible.

French Landing Dr./Vantage Way Intersection. Examine the geometrics of the medians on French Landing Dr. and determine need to shorten them to provide greater turning radius.

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